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PRIVATE RESIDENTS AT THE
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NEWS OF THE FAR EAST
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HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT,
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Hongkong, 3rd October, 1906. 1046

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Hongkong, 10th August, 1907.

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Hongkong, 8th August, 1907.



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Hongkong, 17th April, 1907. 505

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Hongkong, 21st September, 1907. 461

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Hongkong, 12th August, 1907.

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Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTH.

On August 12th, at Elandsman, The Peak, of a son.

1398

HONGKONG OFFICE: 10A, DES VIEUX ROAD CO.,
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 13TH, 1907.

Has the Hongkong Chamber of Commerce been asked by the Colonial Office to answer its queries regarding Shipping Conferences or "Rings" similar to those just answered by the Singapore Chamber of Commerce? The replies of the Singapore Chamber, with documents of individual members, were reproduced in our issue of yesterday, and we understand, have been read with very considerable interest in Hongkong, so that the query with which these remarks begin, is being made. If the local Chamber of Commerce has not had its opinion solicited, why is it, or if it has (and it was understood that similar questions were to be submitted to it), when are we to have the result of its deliberations on this important subject? Such was the attitude taken up over yesterday's breakfast and dinner-tables, and as the result of enquiry, we have to give the not very satisfactory answer that the Hongkong Chamber of Commerce has so far not received any such inquiries. This seems a little odd, for it cannot be supposed that the port of Hongkong is less interested in such a discussion than is its Malayan neighbour. Its opinions ought to be very interesting, moreover, with the representative of the premier line presiding over its committee. However, for the present, Hongkong readers must be content with

the light thrown upon the subject by the shippers of Singapore, in addition to the abstracts of evidence we have been giving from the published reports of the Conference now sitting. It will have been noticed that while the reporting members of the Singapore Chamber seemed to share a unanimous antipathy to the principle and rebate practices of shipping combinations, the majority admitted that such "rings" had been productive of beneficial results to trade during recent years, by securing stability of rates and more regular and efficient service. Their reply to the Government, adopted and supported by the Chamber, was that cargo can now be shipped to almost any port in the United Kingdom by better, faster, and more regular shipping opportunities, and the speculative element in quotations including freight charges had now disappeared. This, they said, had helped to create easier financial facilities, reduced the rates of marine insurance, and improved the out-turn of the cargo carried. The Singapore Chairman took the extraordinary view that the whole of the sub-committee's report as it stood must be accepted or rejected for despatch to the Government, ignoring a member's suggestion that the Sub-Committee's reply was to the Chamber of Commerce, whose place it was to reply to the Colonial Office. In this way we were robbed of what would doubtless have proved a most interesting debate. Those who wished to amend the sub-committee's report to the extent indicated in the Hon. Mr. ANDERSON's rider appear to claim that the improvements admitted have been brought about in spite of, and not because of, shipping rings. Mr. ANDERSON denies that the shipping facilities are good enough, even while he admits that there has been a great improvement. Such facilities as now exist have been, he claims, merely the progressive outcome of a natural process of evolution. Tramp steamers, still subject to competition, have improved in the same way, and he offers the telling argument that if the shipping rings (said to have caused the improvement) were to be abolished, no one would suggest that cargo steamers of the old fashioned patterns would have to be re-introduced. The arguments about competition and speculation in freights seems to be as full of intricacies as is the question of subsidiary coinage, there being a good deal to be said on both sides. Mr. ANDERSON suggests a pretty comparison on the reference to financial facilities—if shipping rings, why not banking rings? He points out that not shipping rings, but increased trade, caused increased banking competition, and that this competition accounts for the "easier financial facilities," an argument which, whether true or false, is at least easy to follow. To similar changes of the conditions, he also attributes the cheaper insurance. To those who say have overlooked this important contribution to the study of a subject now assuming prominence in the business world, we recommend a reperusal of the third and fifth pages of our issue of yesterday.

The plague totals at date are 211 cases, 197 deaths. There were only four cases last week and two yesterday. Last week were three cases of smallpox.

The Nippon Yusen Kaisha steamer *Awa Maru* has made her first appearance in Hongkong since she went ashore on the North coast of England in the beginning of the year. She arrived here on Sunday.

We are informed that the Robinson Piano Co. Ltd. has been appointed purveyor of "everything musical" to His Excellency the Governor and Household which appointment they have held for the past twenty years.

The telegram quoted below was received from the Manila Observatory at the American Consulate at 4.15 on Saturday:—Typhoon now W. N. W. Guam between 136 and 138 East longitude near 15 or 16 latitude moves at present N. W.

Gossip of course is still busy over the affair. It is now declared that the suspect is well known in Shanghai and Tientsin, and that he had a reputation as a pugilist. He is also known under several names, and it is tolerably certain that Adetts is not his real name. At one time he called himself W. H. Anderson. He is also believed to have served in the U. S. Marines.

It was also stated in Hongkong yesterday that the suspect travelled from Woosung to Shanghai by train and left the railway station in a ricksha.

Mr. C. Leberl, the steward of the V.R.C., is at present in hospital seriously ill, as the result of having accidentally fallen into the water.

Persons arriving from Hongkong will be placed in quarantine at Sandakan, and will be subject to medical inspection before being permitted to land.

The match of 500,000 up between Chapman and Reece, was concluded on July 6th at Soho-square, when Reece ran out with an unfinished break of 439,135. The score, which comprised 249,52 "anchor" canons, took 5,119 minutes to complete, scoring at the rate of 97 points per minute. All but 131 points of this break were made by the "anchor stroke," the playing time in gross being 3 days 13 hours 45 minutes.

A Chinese sergeant interpreter at the Central Police Station is now in trouble. Yesterday, along with another native, he was placed in the dock before Mr. H. H. J. Gompertz charged with forging an order for \$3,20 in the name of P. S. Gordon. He had made out an order for expenses but as the sum was unusually large suspicion was aroused, and when the sergeant was communicated with by telephone the fraud was discovered. Both defendants were remanded.

It is said that a British Magistrate at an unnamed place somewhere on the China coast had to bind native witnesses by the form of oath they seemed most to respect. One day a rice-Christian was in the box, and had just taken oath on the Bible. Dissatisfied with the beginning of his oaths the Magistrate said, "Stop a minute. Swear this man in the Chinese fashion." As visibly disconcerted as it is possible for a Celestial to be, the witness interrupted, "My no like so fashion, mestah. My b'long bad Chiuaman, but dam good Kishkin." So now we're 'em trovato.

The Bombay Chamber of Commerce has addressed a strong representation to Government for the improvement of the Harbour of Aden. In this it urges the necessity of dredging the channel and deepening the inner Harbour, so as to admit modern vessels at all states of the tide. It points out that a scheme for this purpose has been drawn up by the Trustees, approved by the Aden Chamber of Commerce and submitted to Government, and has received the unanimous support of the shipping and mercantile interest of Bombay. It especially urges these improvements on the ground of the despatch of the Suez Canal, and says that the whole of the Eastern Trade and the Admiralty also are concerned in these harbour improvements. It urges that the work should be taken in hand at once, and that all the available revenues of the port should be devoted to that end, supplemented by a loan from Imperial or local revenues, if necessary.

Mr. Robert Sievier, who owned and trained Sceptre, and was "warned off" has been reinstated by the stewards of the Jockey Club. The proprietor of the *Wining Post*, is therefore no longer under the ban, and may now both train and race. Seven years ago, exactly, Mr. Sievier, bid 10,000 guineas for Sceptre, 5,600 guineas for Duke of Westminster, and 5,500 guineas for Snowflake, at the July sales at Newmarket, and confounded his opponents by what they regarded as an outrage on common sense. The two other horses certainly did not run up to his expectations, but Sceptre, except in the Derby, did pretty well all that could be expected of her, and more than repaid her purchase money and that of her two stable companions, heavy though that cost most certainly was. Mr. Sievier intends to form a select stud at once and breed and race his own horses, so it is evident that he has got some money behind him and it is hoped by his friends that he will breed another Sceptre.

The plague totals at date are 211 cases, 197 deaths. There were only four cases last week and two yesterday. Last week were three cases of smallpox.

THE HARBOUR MYSTERY.

4.—**ARREST HOUSLEY EXPECTED.** The man suspected of committing the terrible crime of last week is still at liberty. At the time of writing, the Hongkong police are confident that he succeeded in reaching Shanghai, but whether he is still in the northern port or has made his way into Siberia or elsewhere is a matter of conjecture. At any rate the Hongkong police can do little more than wait for information from Shanghai. Up till the present the telegram from here has not been officially answered, and the inference is that the authorities are delaying the reply till they are in a position to supply definite news.

Gossip of course is still busy over the affair. It is now declared that the suspect is well known in Shanghai and Tientsin, and that he had a reputation as a pugilist. He is also known under several names, and it is tolerably certain that Adetts is not his real name. At one time he called himself W. H. Anderson. He is also believed to have served in the U. S. Marines.

It was also stated in Hongkong yesterday that the suspect travelled from Woosung to Shanghai by train and left the railway station in a ricksha.

LAWN BOWLS.

The following will play for Kowloon Club in the match with the Civil Service Club at Happy Valley on Saturday:

D. Harvey W. Taylor
A. Nicolson T. Skinner
W. Hutchison R. H. Baxter
W. Russell (skip) J. M. Henderson (skip)
A. Ramsay W. J. Crawford
T. Neave R. Hunter
G. K. Harton G. R. Edwards
T. Petrie (skip) A. A. Milroy (skip)

TELEGRAMS.

[REUTER'S SERVICE.]

MOROCCO.

LONDON, August 10th.
It is recognized that the Algeciras convention is inadequate to meet the growing anarchy in Morocco, and the impression is growing that a considerable force of troops, instead of police, will be necessary to restore order.

The Spanish Government has decided to send more troops. Comments on the situation, in the German press are strikingly calm and reserved.

TELEGRAPH OPERATORS' STRIKE.

LONDON, August 10th.

Sixteen hundred telegraph operators in Chicago have struck work, and sympathetic strikes have also occurred in Denver, Kansas, and Salt Lake City. Serious developments are feared.

SENSATIONAL AFFRAY ON THE
PRAYA.

A sensational affair with a tragic sequel has just become public. On Friday night P. C. Bond, while on duty in Wing Lok Street, was approached by a Chinaman who complained of having been thrown into the water, and on proceeding to the wharf he met other two natives in dripping clothes who told a similar story and pointed to two men as their assailants. He attempted to arrest them but they resisted. One man caught the officer by the throat and tried to push him into the water. Instead he fell into the arbour himself. The officer, without divesting himself of his heavy clothing, at once dived after the man and caught him as he was sinking the second time. A struggle ensued in the water and finally, realising that he could do nothing to save the man, and that his own life was imperilled, P. C. Bond swam to the wharf, which he reached in a very exhausted condition. The would-be murderer soon sank and the other parties in the affair did not wait till the officer returned to the Praya but disappeared. The affair is up to the present a mystery.

PRISONER'S ATTEMPT TO ESCAPE.

The prisoner of the Magistracy suddenly became alive with excitement yesterday morning when a coolie who had been sentenced to one week's imprisonment and who was detained in the prisoner's room while the commitment warrant was being made out, took advantage of the coolie's back being turned to bolt through the shroufs room and make a dash for liberty. He sped along into Arbuthnot Road, but by this time the alarm had been given and Under Fox and a number of coolies were in hot pursuit. He dodged them as they were about to lay hands upon him and dashed into Wyndham Street but fortune deserted him here. He attempted to take the steps into an alley at the same speed, but tripping fell to the bottom. He picked himself up and continued his flight but was stopped by a coolie. The runaway tackled his captor so fiercely that the latter was forced to let him go. However his pursuers had now gained upon him, but before they reached him two coolies tripped him up and he fell belly to the ground. He was removed to the waiting room where he fainted, but he was soon brought round and on his way to do his six hours' in the stocks at Kowloon.

ROWING.

FURTHER C. Y. C. ENTERPRISE.

At a well attended meeting of the committee of the Corinthian Yacht Club last night, presided over by the Commodore Dr. Clarke, it was decided to purchase on four-oar racing skiff, one pair-oar, and two "tubs." The four-oar is being ordered at Home, by Clasper, the two other clubs getting identical craft, so that interclub races will be possible. Mr. Crickshank, of the staff of Messrs. P. & J. L. Lowther, a rowing man who happens to be going Home, has kindly undertaken to give his personal attention to the fulfilment of the contract. The other boats enumerated will be locally built.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 12th at 11.55 a.m.—The barometer has risen slightly on the S.-coast of China and over E. Japan, and fallen slightly to moderately over Luzon and the Looches. Pressure is low apparently, over the N.E. of Luzon. It is highest to the E. of Japan, and exceeds the normal by 0.05 to 0.15 inch, over the China coast and Japan. In Luzon it is about 0.05 inch below the average.

Moderately fresh N.E. winds are likely to prevail in the Formosa Channel, and moderate S.E. to N.E. winds along the Northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.12 inches.

The forecast for the 24 hours ending at noon today is as follows:—

Hongkong & Neighbourhood E. winds, moderate; shower to fair.

Formosa Channel N.E. wind, moderate to fresh.

South coast of China between Hongkong and Lantau Same as No. 1.

South coast of China between Hongkong and Lantau S.E. winds, moderate.

Hongkong and Ilianam. moderate.

SUPREME COURT.

Monday, 12th August.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISEY JUDGE).

A PARTNERSHIP DISPUTE.

An interpleader suit was heard in the case of Chin Loi-wing of 147, Third Street, Victoria, trader, and Ma Sui-kat, trading as Wing Lok, opium divan keeper at 96, Macdonnell Road, Tsimshatsui. The suit was for the recovery of \$180 due on a promissory note dated February 10th, 1906, and judgment was entered for plaintiff with costs. Subsequently the opium divan was seized under a writ of interdict attachment. The present action was brought by Ngan Wing-lung, riceha owner of 120 Macdonnell Road, Kowloon, who claimed to be a partner in the Wing Lok-ku opium divan, and further that the goods and chattels in the said divan were not liable to seizure under any execution in the case of Ma Sui-kat.

Mr. O. D. Thomson appeared for the plaintiff and M. F. X. d'Almada Castro for the execution creditor.

Mr. Thomson stated that the opium divan was seized under a writ of interdict attachment in an action brought against Ma Sui-kat. Ngan Wing-lung claimed he was a partner in this divan, whereas Ma Sui-kat said he was the sole owner, and when he started, borrowed \$150 from the claimant. When Ma Sui-kat asked the claimant to assist him in opening an opium divan at Tsimshatsui, Ngan Wing-lung agreed and \$800 was put into the business. Then the claimant went into the ground floor of 96, Macdonnell Road, paid one month's rent and proceeded to furnish the premises. The shop was ready on June 27th, 1906. On that day an account was worked out showing how much the plaintiff had paid, and a balance of \$50 was now offered to Ma Sui-kat as a sort of working capital. On that day also, a partnership agreement was drawn up between the parties.

After hearing the evidence his Lordship found for the claimant with costs. He held that Ngan Wing-lung was a partner with Ma Sui-kat in the Wing Lok-ku firm, removed the previous execution, and with Mr. Thomson's consent made a charging order on the shares of Ma Sui-kat in the said firm.

"We take no exception to any cruel or unusual punishment by the Judge of this court."

Judge Dunn, who had remained calm while struggling with the defendant for a chance to speak the words he had prepared, lost control of his temper and shouted:

"If I am interrupted again I will send you to jail, Mr. Matson. You would be better engaged if you were asking this Court to set a day to inquire into an accusation made against you here, that you willfully and deliberately attempted to tamper with, and influence, a witness in this case."

Violence seemed imminent, and all the while Schmitz was standing with both hands in his trouser pockets, demanding that the Court do its duty and sentence him.

"I am ready to meet any charges that your honor may make in court or without," came like a troublous challenge from Matson, and the hearing suggested by the Judge was not set.

When it was all over Schmitz turned to the

PARIS.

(FROM OUR CORRESPONDENT.)

July 5th.

WINE-GROWERS CALMING DOWN.

Sigars are not wanting that the South of France is gradually resuming its former peaceful aspect after the recent storms. Disturbances in this country never happily last very long; the wine-growers have evidently come to the wise conclusion that there is nothing to be gained by prolonging the strike, the more so as the Government is conciliatory. M. Clemenceau was never more put to the test as he was during the recent riots; that his firmness would ultimately triumph was a foregone conclusion. Thanks to his statesman-like skill the Cabinet has weathered the storm of opposition; although the fate of the Ministry is by no means settled, yet the feeling prevails among Deputies that the Government must be supported at all hazards. France has every reason to feel proud of her Premier, for there are very few, if any, more capable statesmen at the present moment than M. Clemenceau. He has been equal to the trying occasion and met every attack made both upon himself and his colleagues, with his proverbial sang-froid. He had a crushing reply for each of his enemies, and experienced no difficulty in putting them hors de combat. He knew perfectly well how far his countrymen would go; he ridiculed the idea that the disturbances, as alleged by M. Aury, ex-Mayor of Narbonne, were directly due to the caprices of Ministers. By so ably defending the policy of the Government and supporting the conduct of the troops, which had been seriously denounced, he has succeeded in restoring calm and bringing the Mayors and other high civic authorities to their senses. In other words, he has saved France from the horrors of civil war. With the passing of the crisis, great social reforms will follow. According to M. Poincaré, who is Senator for the Meuse District, an able politician like his intimate friend, M. Clemenceau, one of the chief causes of the recent agitation was due to the fact that Senators were completely out of touch with their constituents. Such promises had been made at elections, and the very fact of their non-fulfilment had exasperated the hot-headed peasants. M. Poincaré strongly urges a revision of the electoral system, without which he maintains, peace and contentment are impossible.

THE FAT AND Fussy ONES.

The approach of the *Fête Nationale* has also exercised a great influence on the Mayors who are rapidly following the advice of M. Clemenceau and withdrawing their resignations. This alone is a very happy omen, and is unmistakably a very significant sign of the turn of events. In another five days, namely on July 10, the Government will be empowered to replace the recalcitrant municipalities by Special Commissions, if there is still any trouble on that date. To be appointed *Maire le Maire* is the life ambition of most Frenchmen, especially Provincial ones, hence, those who were in such a hurry to resign are now showing every sign of penitence, in the hope of being reinstated which they will be by the Government. The leaders of the recent revolt, including Dr. Ferroul and Marcelin Albert, will be pardoned in honour of the memorable fourteenth of July. The Government has no desire to keep up animosity; it has acted the part of a parent in an admirable manner and duly chastised the naughty ones. Feeling confident that the lesson has been salutary, it is willing to release the leaders, and forgive the foolish. Tact is necessary just now, and it will not do to make martyrs of those under lock and key. The Southerners have at last seen that the revolt has not done them any good, and that the rest of France is much annoyed by the disturbances, while it is very reluctant to turn out the Ministers for using force against the rebels. Far better to make terms with the authorities and get Government help for those in distress. For the fact that the worst of the crisis is over, we have indeed reason to feel grateful to Premier Clemenceau, who so ably piloted the ship of State, during the tempest.

INCOME TAX.

A curious thing about the Minister of Finance's advocacy of the *impôt sur le revenu* or Income Tax, is that at one time he was most strongly opposed to such a measure. Since then, however, he has found salvation, and is apparently determined to go down to posterity as the author of the *projet Caillaux*. In a moment of expansion M. Caillaux recently admitted that the wealthy—those whom it is most desirable he should tax—are likely to escape his clutches. Proprietors of land, factories, houses, and shops will all have to pay their contribution to the tax collector, but the capitalist, the individual whose money is represented by shares and bonds, the man who has nothing that can be seized, will simply transfer his accounts to other countries, and the tax collector will be powerless to interfere. Thus, since the agitation for the Income tax commenced—an agitation which is largely political—certain Swiss bankers confess that they have been made trustees of over £28,000,000 of French money, while they hope to see this amount trebled, nay, quadrupled very shortly. How the new tax will affect the working classes is shown by the fact that in a family where the wages of the husband, wife, and children amount to, say 15 francs per day, the Income Tax collector will exact 60 francs per annum in Paris, where at present the householder pays nothing, and 70 francs in the provinces, where now he pays very little. One of the anomalies of the *projet Caillaux* is that, while a lawyer on the Boulevards whose rent does not exceed 2,500 francs will be exempt from Income Tax, the blacksmith a few blocks away will be compelled to pay nearly 90 francs per annum. What practical men think of M. Caillaux's scheme is shown by the fact that out of 130 Chambers of

Commerce consulted on the question, not one had a good word to say about it. They admit that the tax is justifiable in theory, but declare it to be in practice a dangerous absurdity. "A bas l'imposte sur le revenu!" say Frenchmen, who, and rightly too, will never submit to inquisitorial methods as represented by the *projet Caillaux*. Imagine an Income Tax inspector having the right to enter your office, school, factory, examining all your books, your correspondence, questioning you about your customers, and searching your premises at will, in a word, doing practically as he likes! This is really what the *projet Caillaux* amounts to. The sooner it is knocked on the head the better before trouble arises.

DEARER LIVING.

The rise in the price of food in Paris is to be regretted; everything tends to become dearer and dearer in the French capital, which explains why visitors only remain so short a time in this beautiful city, compared with what they did formerly. A rise of one cent in the four-pound loaf due to the rise in the price of flour was submitted to silently until other tradesmen followed the example of the bakers. The increased cost of the stuff of life is only a symptom of what is going on all round in the case of everyday necessities. The results of inquiry and experience show that in every decade the cost of living goes up ten per cent. in Paris. During every exhibition prices are fixed up twenty per cent., and when the great fair is over, there is a tendency for them to go back to their former level. Unfortunately the latter tendency is never completely realized, and the net result is that there is at the finish a general rise in prices, compared with the pre-exhibition period, of ten per cent. Apart from this, it is incontestable that the price of living rises every year in Paris. It may be due to the increase in wages, to bad crops, the raising of taxes, or other causes, but the result is that the cost of living is increased. If proofs were wanted, we have only to consult the statistics, showing the average price of various articles of consumption during the last five years, from 1901 to 1906. During that period the average price of beef has gone up nine per cent., the price of mutton ten per cent., veal has been stationary, but pork has risen considerably. Butter, which in 1905 was quoted at 240 francs per hundred kilos (something over 200 lb.), cost 275 francs in 1906, and this year the rise is maintained. It is the same with eggs, which rose from 72 francs the thousand in 1905 to 80 francs in 1906, and are still about the same price. Poultry has in general risen ten per cent., but fish and game have remained almost stationary. Fruits and vegetables have suffered a slight rise in price during the past five years.

COCK FIGHTING FASHIONABLE.

At a time when a well-directed effort is at last being made to check the wanton cruelty to animals that is so frequently and unfortunately seen in the Paris streets, it is discouraging to learn that the sport of cock-fighting, so prevalent in the North of France, threatens to invade Paris. The bad example, strange to say, comes from those who ought to know better, for it is reported that a cock-fighting contest formed the chief attraction at a society entertainment offered recently by the Baronne la Caze in the Cévennes. Several cocks were presented, among them being birds belonging to the Viscount Louis d'Andigne, and M. Léopold Mergelbynek, of the Belgian Legion in the French capital. (Cock-fighting is all the rage in Belgium.) One of the warlike roosters is said to have been worth 25,000 francs. When the signal was given for the combat to begin, the ring was composed of well-known society people, while the jury was made up of elegant club men and stylishly-dressed young women in *drôles de costumes*. The cocks were armed with deadly steel spurs, and as they fought they became so enraged that soon both combatants were covered with blood. The excitement among the spectators reached its height when the 25,000 francs champion was stretched out dead by a well-directed blow from the steel spur of his opponent—an outsider whose chances were not thought to be in any sense brilliant.

A COMPARISON.

Just now when excursions to all parts are placarded on all the walls, it is worth noticing that again this summer, the majority of Parisians have decided to spend their vacations in England, or in London. Encountering an old Parisian friend of his a few days ago, the writer asked him to join him at *dîner* for the purpose of hearing what he thought of London, from whence he had just returned after his first visit. His impression may be briefly described as follows:—London is individualistic, Paris collectivistic; London breathes, Paris suffocates; London is built of bricks, Paris of stone; the houses in London are low, those in Paris are high; London's shutters are inside the houses, Paris has its shutters outside; London's windows are *à la guillotine*, those of Paris *à la pente*; in Paris the streets are lined with trees, in London they have none. At one o'clock in the morning Paris is in darkness, London is flooded with light; in London you carry a latch key, in Paris it is the concierge who lets you in; London rises late, Paris rises early; Londoners kiss on the mouth, Parisians kiss on the cheeks; London amuses itself on Saturday afternoon and evening, while Paris works; on Sunday London stays indoors or goes to church, while Paris amuses itself and spends the day out of doors; London has inside bars where they drink whisky, Parisians have cafés on the pavement, where people drink light beverages and gossip; London eats little bread, Paris eats a great deal; London drinks water or beer, Paris drinks wine; London smokes a pipe, Paris a cigarette; London is *triste* or sad, Paris is gay; London lives in fog, Paris in the sunshine; London is always in a hurry, Paris never; London is commercial, Paris is industrial; London has few soldiers, Paris has too many; in London the soldiers wear a red tunics and black trousers, in Paris they wear a blue tunics and red trousers. In London the Thames is an arm of the sea, in Paris the Seine is a simple river; in London the cabmen drive to the left, in Paris to the right; in London he sits behind his vehicle, in Paris in front; in London the pawnshop is called "my uncle", in Paris it is "my aunt."

NAVY NOTES.

[From the *Times* of July 12th.]

It is not to be denied that Lord Cardor did excellent public service last week in the House of Lords when he ably questioned the First Lord of the Admiralty concerning the existing naval situation, and in particular concerning the real position of the Channel Fleet and the Home Fleet as well. There is a certain feeling of uneasiness in the public mind concerning these vital matters, and it is highly expedient that such a feeling, as far as it is either exaggerated or ill-founded, should be dispelled forthwith.

So far as the existing naval situation and the relative strength of this country on the seas are concerned there is, as Lord Tweedmouth clearly showed, no solid ground for uneasiness, still less for alarm. The figures he gave differ somewhat from those furnished in the recent Dilke return, but they cannot be manipulated in any way consistent with good faith and right reason so as to show that the naval defences of this country are in any degree or in any sense below that two-Power standard, liberally interpreted, which all responsible persons and parties in this country have long agreed to regard as the prescribed measure of our maritime security.

Misgivings on this score, however, are not the source from which the existing uneasiness has sprung. Security on the seas does not depend on a sufficient preponderance in the numbers of our fighting units. It is much more an affair of their distribution, disposition, organization, equipment, and training. As to this, many great, organic and far-reaching changes have been effected during the last few years, ever since, in fact, it was first practically recognized that the centre of strategic moment on the sea had been transferred, or was rapidly in process of being transferred, from somewhere, say, in the neighbourhood of Cape St. Vincent, where it had long been located, to some here, say, in the neighbourhood of the Dogger Bank—or, in more general terms, from the eastern waters of the North Atlantic to the whole area of the North Sea.

Obviously the main factor of the new situation is the formidable and rapid growth of the German navy—a navy which enjoys this advantage over that of France which was the pivot of the old situation, that its bases are geographically so situated as to facilitate its much more rapid and effective concentration on interior lines inaccessible to a purely maritime assailant and practicable to relieve it of the necessity always to depend on the navy of France of being strong enough to hold its own on two fronts at once. This, in its turn, requires a corresponding concentration of the naval forces of this country and their redistribution on lines widely different from those which served our purpose when the centre of strategic moment lay in the Atlantic.

So far we are on comparatively solid ground. Judged by the accepted standard, however, rigidly applied, our naval strength is sufficient, and it is now largely concentrated in home waters in political accordance with the transfer of the centre of strategic moment from the Atlantic to the North Sea. But beyond this point the ground at once begins to quake ominously beneath our feet. Having concentrated our naval forces in home waters—so far as is consistent with our political and other maritime interests in other parts of the world—we are at once brought face to face with the further problem of how best to distribute, organize, equip, and train them there. Here it is idle to argue that the policy of the Admiralty as embodied in the Home Fleet—for that is really the crux of the whole matter—has so far failed to command the same measure of public approval that many of their earlier measures commanded, and has even provoked a storm of hostile criticism by no means all of it either ill-informed or unauthoritative.

Indeed, it has done more, and worse, than this. It appears from Lord Tweedmouth's language that it has even tempted some officers on active service to forget the paramount importance of naval discipline as to allow their disapproval of certain points of Admiralty policy to reach the public ear. It cannot, of course, be supposed that any such licence has been taken by officers of high rank and authority. But in this connexion it is not, perhaps, amiss to recall what was said by *The Times* a few years ago when a private letter from Lord Charles B. Buxford, then Second-in-Command in the Mediterranean, was published in this country, and as subsequently acknowledged, published by his authority.

No officer on active service, least of all a big officer, is entitled to appeal to any tribunal or authority outside the Admiralty, or at any rate outside the Government. Such a proceeding is contrary to the King's Regulations, it opposed to the feeling and custom of the naval service, and is highly prejudicial to its discipline.

Now the real issue between the Admiralty and its critics may be stated as follows. The concentration of our naval strength in home waters has entailed, or at least permitted, an appreciable reduction in the numbers of the Mediterranean and Atlantic Fleets, not to mention the more distant stations and squadrons. How is this accession of strength in home waters to be best organized for the purposes of the new situation? The ships recalled from abroad might be detached either to the Channel Fleet or to what was until recently known as the "Fleet in Commission in Reserve." To attach them to the latter would obviously be materially to reduce their efficiency as fighting units instantly ready for war—a course which will lie opinion would never tolerate as regards all, or even the major part, of them—and therefore the only feasible alternative seemed to be to attach them to the Channel Fleet, which is unquestionably our first fighting line in home waters, and as such should at all times be fully equal to an encounter in the unhappy event of war with the German Active Fleet, the very cause and origin of the prescribed movement of concentration.

Now, for reasons which have never been fully disclosed, though they must be regarded as extremely cogent, and even paramount, by those who are responsible for acting on them, this alternative course was not fully adopted by the Admiralty. The Channel Fleet was materially strengthened in the character of its units, though slightly reduced in numbers. At the same time, the "Fleet in Commission in Reserve" was reorganized and heightened in efficiency by an increase in the numbers of its useless crews and by provision for their more active training, the result of which will, no doubt, be seen in the forthcoming mobilization. In the course of this process, and as an organic feature of it, a new fleet, ultimately destined to be a very powerful and fully-equipped sea-going and fighting fleet, was evolved. The "Fleet in Commission in Reserve" became the "Home Fleet." Constituted in three divisions stationed respectively at Devonport, Portsmouth, and the Nore, each under its own flag officer, but all under the supreme command of a Commander-in-Chief with his flag flying in the Dreadnought and his headquarters at Sheerness. In London the Thames is an arm of the sea, in Paris the Seine is a simple river; in London the cabmen drive to the left, in Paris to the right; in London he sits behind his vehicle, in Paris in front; in London the pawnshop is called "my uncle", in Paris it is "my aunt."

A number of very pointed remarks respecting Singapore property owners were made at the meeting of the Legislative Council recently, when some of them were accused of squeezing their tenants, studying their own pockets more than the health and comfort of those comprising their property, and, in fact, were described as of a horse-leech nature. It was on the occasion of the second reading of the Municipal Ordinance Amendment Bill, which Mr. Napier moved, and Mr. Bryant seconded.

The representative of the Chinese community,

Mr. Tan Jaih Kim rose to address the meeting, and no one was prepared for the stinging revelation he made regarding native shopkeepers. He maintained that the bill as it stood provided some process which, when it became law, would mean a very sweeping alteration in the conditions of life in Singapore. When the provisions were being enforced he was afraid there would be a great number of dwelling houses of Chinese and native, perhaps as much as 60 or 70 per cent of those in town which will be condemned as unfit for occupation. When

the sea-going and fully manned torpedo boats in home waters which had previously been under the orders of the Commander-in-Chief of the Channel Fleet. But it was understood that the whole, or portions, of these boats would from time to time be attached to the Channel Fleet for the purpose of exercises and training.

The Portsmouth and Devonport Divisions of the Home Fleet thus represent in a heightened and more efficient form the corresponding divisions of the former "Fleet in Commission in Reserve." But the Nore Division takes an entirely different status and position. Its units are always to be fully manned, and as a division is to be frequently sent to sea as a fully equipped fighting and sea-going fleet. Latterly its battleships have been exercising in Scottish waters, having recently visited the coast of Orkney; and its cruiser squadron—probably the most powerful in the world—has been temporarily attached to the Channel Fleet, together with a large contingent of its sea-going torpedo boats. It is officially stated that it is in continuous process of development, and that it will not fully emerge from the chrysalis stage until the spring of next year, probably some time in May.

This date is significant. By that time two new battleships, the *Agamemnon* and the *Lord Nelson*, three new cruiser battleships, as they are perhaps best designated, the *Invincible*, *Indomitable*, and *Invincible*, and three new armoured cruisers, the *Minotaur*, *Defender*, and *Shannon*, will probably all be ready for the *Naval*. It may be assumed, though it has not so far been officially announced, that they will all take their places in the Nore Division of the Home Fleet, which, if the Admiralty are fully up to their declared intentions, will by that time have become, so far as its units are concerned, the most formidable fighting organism afloat, fully equipped in all respects and constantly exercised at sea. It will thus be ready at all times to take the sea in full fighting efficiency and instant readiness for war, either independently or in combination with either or both of the other sea-going fleets stationed in home waters, though occasionally cruising in the immediately adjacent seas. The Nore Division of the Home Fleet will never leave home waters, and this is its *raison d'être*.

Such is the ideal to which the profession and declarations of the Admiralty, albeit somewhat obscurely expressed, must be held quite unmistakably to point. Anything short of this would assuredly fail to satisfy public opinion or to allay the prevailing uneasiness. Further, inasmuch as this ideal is to be attained by means attained at present, and cannot, apparently, be attained for nearly 12 months to come, it manifestly behoves the Admiralty provisionally to adjust its defensive dispositions very carefully to the strategic circumstances of the actual situation, taking care that until the Nore Division of the Home Fleet is fully equipped and organized, until its sea-going and fighting efficiency is fully proved and accepted, the strength and disposition of the Channel and Atlantic Fleets must be adjusted accordingly. There must be no question of being merely "practically ready," which means ready "the day, or the week, after next." The Nore Division must be instantly ready, as all our other sea-going fleets are required to be. Until that is the case, its place in the defence of our home waters must be supplied from such other resources as are available.

An alternative ideal to that advanced by the Admiralty has lately been presented in the *Spectator*, based largely on a recent manifesto of the Navy League. This ideal is unimpeachable in its aims, though the means suggested appear to be incompatible with the paramount supremacy of the Admiralty, and incidentally it involves much exaggeration and no little inaccuracy in its presentation of the existing situation. It is only fair to assume that the Admiralty are really aiming at substantially the same ideal—that of the complete sufficiency and readiness of our defensive force in home waters, though, for reasons which have never been fully disclosed, but must in fairness be assumed until the contrary is proved to be extremely weighty, they have preferred to approach by another method, making the Home Fleet the pivot of the whole evolution. After all, the Admiralty have so far deserved exceedingly well of the country, and it is only fair to assume that they have not suddenly taken leave of their senses, as they would have done if our defensive organization in home waters were in a parlous state as some of their critics would represent. Amateurs and irresponsible strategy, however plausibly presented, and however authoritatively recommended, is rather a dangerous guide in moments of anxiety. In this connexion it is worth while to recall the weighty words uttered by the late Lord C. C. H. in 1898:—

I say now, with an emphasis I hope the House will pardon, I hope we shall never be pushed in the direction of saying prematurely what we intend to do, where we shall send our ships, what stations we shall reinforce, or how we shall distribute our ships. If times should grow darker than now they are, if tidings are shown in this or that direction, and we are pressed to say will you defend this or that point, will you strengthen this or that squadron, then I hope we shall have such confidence from the House of Commons that we shall be allowed to hold our own leases as the first imports of, but also the health and general good of the place in which they were made.

"Steadily do our duty." There's the rub. The Admiralty must continue to make it clear that they are steadily doing their duty as they have done it in the past, that they are not running the Home Fleet a special cloak for an unwise and perilous economy. But they are now on trial, and the very last consideration that enters their mind is that they believe would be to the advantage and benefit of the community as a whole. So much do I think, he continued, that this last mentioned body of people are sinners in this respect, that I have come to believe that the ordinance, as it would affect them, is letting them off lightly. The duty of these people, as well as of others, was to consider not merely what they can gather into their pockets as the first imports of, but also the health and general good of the place in which they were making their money.

The bill, however, gave one the impression of mainly affecting at matters of light and air, but in his view an equally important matter which sanitary improvement called for was closer and more systematic attention to the internal drainage system to those houses occupied mainly by natives. No matter what amount of air and light was given buildings of the class which would be affected by the Ordinance it would not alter the fact that, in a very large proportion of the houses occupied by native classes, the drainage was impossible.

His Excellency said it was the desire of Government to work in amicable relation with the proprietors. If they started on this campaign against the proprietors as if they were sinners above all men, and the only thing to do was to cut them down root and branch, they would do a great mistake, and he for one refused to approach the question in that spirit. If there were ten men amongst them, there were also those who had done their best to discharge their duty to their tenants. He believed there was a feeling amongst them that this work was inevitable, and it was their duty not to their interest to help Government and Municipality in the matter. With that spirit prevailing on both sides they might look confidently for a much more rapid progress than if they were trying to get the better of each other. Government would first lay down the lines of the areas it desired to improve, it would then, if they were declared insanitary, declare them in the Gazette and the next step would be to call together the owners of all property in the area and offer them for their leases, statutory land grants on a fixed scale, either the present one or one to be considered. Thus Government would give a better title, the land owner would give land for the brick lanes and air space, etc.

T. B. HALL & CO'S

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER, Daily Press only, and special business matter to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS

NOTICE.

I have This Day taken over the Charge of the SHANGHAI LIFE INSURANCE COMPANY.

* By Order of the Board of Directors,
J. M. ECA DA SILVA,
Agent, Hongkong and Macao
Hongkong, 13th August, 1907. 1339

NOTICE.

NOTICE IS HEREBY GIVEN that Scrip Certificate No. 9, marked WONG bearing date the 27th March 1899, for Five Shares numbered 3446/3450 and registered in this Company in the name of HO POON-SHEK of Hongkong has been LOST and it is desired that the above document be not forthcoming, a New Scrip Certificate will be issued to the said Mr. HO POON-SHEK and thereafter no other scrip will be acknowledged by this Company.

Dated the 12th day of August 1907.

THE TUNG ON FIRE INSURANCE COMPANY, LIMITED,
Tong Tze Sau, Secretary.

TO LET.

OFFICES at No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shawan, Toms & Co.)

Apply to— HO TUNG,
Comptore Department
Jardine, Matheson & Co.
Hongkong, 18th August, 1907. 1341

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AMOF and FOOCHOW.

THE Company's Steamship

"HAITAN."

Captain J. S. Roach, will be despatched for the above Ports TO-DAY, the 13th August at 2 P.M.

For Freight or Passage apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 12th August, 1907. 1335

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND TOKOHAMA.

THE Steamship

"TOURANE."

Captain Luocelin, will be despatched for the above Ports on or about MONDAY, the 19th August.

For Freight, or Passage, apply to

G. DE CHAMPEAUX,
Agents.

Hongkong, 12th August, 1907. 2

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.

THE Company's Steamship

"AWA MARU."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of plate cuttings, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out, marked by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, To-DAY.

Goods not cleared by the 18th August, will be subject to rent.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the Godown, and Notice of same sent to this Office before the 21st August, or Claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 12th August, 1907. 1342

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE,"

FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.

Agents.

Hongkong, 12th August, 1907. 1337

NEW ADVERTISEMENTS

NORDDEUTSCHER LLOYD, BREMEN,
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Monday, the 12th inst., at 5 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst. at 9.30 A.M.

All Claims must reach us before the 26th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 12th August, 1907. 5

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

THE Steamship

"SOTBUUDNIK."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst. at 9.30 A.M.

All Claims must reach us before the 24th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

RUSSIAN EAST ASIATIC CO., LTD.,
MELCHERS & Co.,
Agents.

Hongkong, 12th August, 1907. 9

PUBLIC COMPANIES

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-SECOND ORDINARY

HALF-YEARLY MEETING OF

SHAREHOLDERS in the Company, will be held at the Office of the Company, Hotel Mansions, THIS DAY (TUESDAY), the 18th August at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend; confirming the appointment of Directors; and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st July to 13th August, both days inclusive.

By Order of the Board of Directors.

W. E. CLARKE,
Secretary.

Hongkong, 13th August, 1907. 1321

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of Shareholders in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 17th day of August, 1907, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1907.

By Order of the Court of Directors.

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st August, 1907. 1286

THE SHANGHAI CLUB.

Issue of Tshs 170,000 DEBENTURES bearing

interest at Six per cent. per annum (part of a total authorized issue of Tshs 450,000 DEBENTURES).

By Order of the Committee.

C. G. CLOSE, Secretary.

Hongkong, 13th August, 1907. 1305

THE COMMITTEE of the SHANGHAI CLUB are prepared to receive applications for Tshs 170,000 DEBENTURE bearing interest from date of issue at Six per cent. per annum payable half yearly on the 30th June and the 31st December in every year. The DEBENTURES will be issued at the rate of Tsh. 96 per Tsh. 100 DEBENTURES and will be redeemable at par.

The Security will consist of a first charge on the land belonging to the Club containing an area of about Three mow five fum and the Club buildings and it is intended that the DEBENTURES shall be secured by means of a Trust Deed by which the land and buildings of the Club will be vested in Trustees for the DEBENTURE HOLDERS.

Further particulars together with forms of application can be obtained on application to the SECRETARY of the Club. DEBENTURES will be issued for Tsh. 1,000, Tsh. 500, or Tsh. 100, to suit convenience of applicants.

By Order of the Committee.

C. G. CLOSE, Secretary.

Hongkong, 13th August, 1907. 1305

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER of SHARES of the Corporation will be CLOSED from TUESDAY, the 8th to the 17th day of August, 1907 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors.

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st August, 1907. 1287

THE HONGKONG ROPE MANUFACTURING CO., LIMITED.

AN INTERIM DIVIDEND of 80 Cents per Share for the six months ending 30th June, 1907, will be payable on the 17th August, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 17th August, both days inclusive.

By Order of the Board of Directors.

THOS. J. ROSE,
Secretary.

Hongkong, 30th July, 1907. 1276

HONGKONG AND WHAMPoa DUCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY

MEETING of Shareholders will be held in the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, 19th August, at 12 o'clock, Noon, for the purpose of receiving a Report of the Directors and the Statement of Accounts to the 30th June, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 19th August, both days inclusive.

By Order of the Board of Directors.

A. J. THOMPSON, Captain,
Staff Officer H.K.C.

Hongkong, 27th July, 1907. 1285

COLLECTIONS OF USED POSTAGE STAMPS IN PACKETS.

ASIAN STAMPS. 100 for \$0.80

150 " 1.75

200 " 3.50

250 " 5.75

300 " 9.00

MIXED STAMPS. 500 for \$3.00

1000 " 10.00

1500 " 25.00

2000 " 35.00

2500 " 50.00

3000 " 80.00

3500 " 100.00

4000 " 150.00

4500 " 200.00

5000 "

BANKS

THE
YOKOHAMA SPECIE BANK
LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 11,550,000
BRANCHES AND AGENCIES:
Tokyo Kobe Osaka
Nagasaki London Lyons
New York San Francisco Honolulu
Bombay Shanghai Hankow
Chefoo Tientsin Peking
Newchwang Dulay Port Arthur
Antung Liuyang Mukden
Tieling Changchun

HEAD OFFICE—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.
per annum on the daily balance.
On fixed deposits for 12 months 5% per annum
" " " 3 " 3% "
" " " 3 " 3% "
TAKEO TAKAMICHI,
Manager.
Hongkong, 6th April, 1907. 560

NEDERLANDSCHE HANDEL-
MAATSCHAPPIJ.
(NETHERLANDS TRADING SOCIETY).
ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000)
RESERVE FUND FL. 9,000,000 2,417,000

HEAD-OFFICE: AMSTERDAM.
HEAD-AGENCY: BATAVIA.

Branches:—Singapore, Penang, Shanghai,
Rangoon, Samarcand, Sourabaya, Cheribon,
Tegal, Pecalongan, Paseroan, Tjilatjap,
Padang, Medan, Deli, Palembang, Kuta-
Raja, (Achroe) Bandjarmasin.

Correspondents at Macassar, Bombay,
Colombia, Madras, Pondicherry, Calcutta,
Bangkok, Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney, New
York, San Francisco, &c. &c.

LONDON BANKERS:—
THE UNION OF LONDON AND SMITHS BANK,
LIMITED.

The Bank buys and sells and receives for
collection Bills of Exchange, issues letters of
credit on its Branches and Correspondents in
the East, on the Continent, and in Great
Britain, America, and Australia, and transacts
Banking Business of every description.

INTEREST ALLOWED.

On Current Account 2% per annum on daily
balances.
On Fixed Deposits 12 months 4% per annum.
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" do. 3 do. 3% do.

J. L. VAN HOUTEN Agent.
Hongkong, 8th June, 1907. 26

DEUTSCH-ASIATISCHE BANK.
CAPITAL FULLY PAID UP.—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BERLIN.

BRANCHES: Berlin, Hamburg, Colonia, Hankow,
Tientsin, Peking, Tsinanfu, Tsinhai, Kobe, Yokohama, Singapore.

Founded by the following Banks and
Banks:—KÖNIGLICHE SIEDLUNG (PÄSSSISCHE
STAATSBANK) Berlin.

DIREKTION DER DISCONTO-
GESELLSCHAFT
DEUTSCH BANK
S. BLEICHRODE
BERLINER HANDELS-
GESELLSCHAFT
BANK LUDE HANDEL UND
INDUSTRIE
ROBERT WABERG & CO.
MENDELSSOHN & CO.
M. A. VON ROTHSCHILD & CO.

SOHNES J. S. STEIN
NOEDDURGSCHE BANK IN HAMBURG, Hamburg
SAL. OPPENHEIM, JR. & CO., Koen.
BAVARIISCHE HYPOTHEKEN UND WECHSEL-
BANK, MÜNCHEN.

LONDON BANKERS:
MESSRS. N. M. ROTHSCHILD & SON:
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LOND. & AGENTY
DIREKTION DER DISCONTO GESELLSCHAFT

INTEREST allowed on Current Account,
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

F. JUNG,
Manager.
Hongkong, 26th January, 1907. 25

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853,
HEAD OFFICE—LONDON.

PAID UP CAPITAL £80,000
Shortly to be increased to £1,200,000
RESERVE FUND £1,075,000
Shortly to be increased to £1,475,000
RESERVE LIABILITY OF PROPRIETORS
TOS £80,000

INTEREST allowed on Current Account
at the rate of 2 per cent. per annum on the
Daily balances.

On Fixed Deposits for 12 months 4 per cent.
for 6 " 3% "
for 3 " 2% "

JOHN ARMSTRONG,
Manager.
Hongkong, 16th May, 1907. 115

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED 1,125,000
PAID-UP 562,000
RESERVE FUND 170,000

BANKERS:

INTEREST allowed on Current Accounts
at the rate of 2 per cent. per annum on the
Daily balance.

ON FIXED DEPOSITS:
For 12 months 4 per cent.
For 6 " 3% per cent.
For 3 " 2% per cent.

EVAN ORMISTON,
Manager.
Hongkong, 30th April, 1907. 24

BANKS

INTERNATIONAL BANKING
CORPORATION.

Fiscal Agents of the United States in China,
the Philippine Islands, and the
Republic of Panama.

CAPITAL PAID UP Gold \$3,250,000,
about Mex. \$5,000,000

RESERVE FUND Gold \$3,250,000,
about Mex. \$5,000,000

HEAD OFFICE: 60 Wall Street, New York.

LONDON OFFICE: Threadneedle House, E.C.

Branches and Agents all over the World.

LONDON BANKERS:—
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND
LIMITED.

THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS all over the World.

SCIENTIFIC MISCELLANY.

COAL ENERGY FOR LONDON—A MARCHING
ARMY OF HILLS—NOT A FUEL FOR
THE MAN-ENGINE—THE COMING RAILWAY
CLIMB—A GREAT WORLD-NECESSITY—A
PALEONTOLOGICAL HOUSE—GEMS FROM
TREES—SULPHUR-FILLED WOOD.

To improve upon the present methods of
bringing coal to London is a fascinating prob-
lem. By the plan of B. H. Thaw, cheap
steel would be used for producing gas, which
would supply engines for driving electric
generators, and a current of 60,000 volts would
be sent from the coal fields over 129 miles of
wire to the metropolis. The fuel would cost
about two-fifths as much as is usually paid,
while there would be an enormous saving in the
rent of land for generating stations. A project
of Arthur J. Martin to generate gas at the
coal mines of South Yorkshire, and transmit it
under a pressure of 500 pounds per square inch
by a pipe line of 175 miles. The 40,000 millions
of cubic feet of gas required annually by
greater London could be conveyed through a
single line of pipes, 25 inches in diameter.
Through the pipe line would cost \$7,000,000 or
\$8,000,000, and 40,000 horse-power would be
needed to compress the gas, it is estimated that
the London companies could be supplied with
gas at 15 cents per 1000 feet—much below
present cost.

The Corporation transacts every description of
Banking and Exchange business, receives
money in Current Account at the Rate, of
2% per annum on Daily balances and accepts
Fixed Deposits at the following rates:—

For 12 months 4% per cent. per annum.

For 6 " 3% "

For 3 " 2% "

For 1 " 1% "

For 1 month 1% "

For 1 week 1% "

For 1 day 1% "

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SHIPPING.

ARRIVALS.

BENGOLO, British str., 1,200, McMillan, 12th Aug.—Antwerp, London & Singapore 6th Aug.—General—Ullib, Livingston & Co., CHINHING, British str., 1,189, F. Mooney, 11th August—Chefoo 6th August, General—Jardine, Matheson & Co., FIENE, German str., 1,600, R. Werner, 11th August—Wakamatsu 4th August, Coal—Sander, Wieland & Co., HUEN, British str., 1,224, A. Mathias, 12th August—Hokow 11th August, General—BUTTERFIELD & SWINE.

P. E. FRIEDRICH, German str., 5,001, E. Melchior, 13th August—Singapore 8th Aug.—Mails & General—Meleher & Co., TADHUN, Chinese str., 1,316, R. Stephen, 12th August—Shanghai 9th August, General—Chinese, TENGHUA, German str., 700, Bendixen, 11th August—Hokow 10th Aug., General and Rico—Jensen & Co., TENGHUA, British str., 2,300, C. Lindbergh, 11th August—Sydney 16th Aug., General—BUTTERFIELD & SWINE.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE, 12th August.

BERGLO, British str., for Nagasaki.

BUCKLEWICH, German str., for Hokow.

CHIPIHNG, British str., for Canton.

CHIPEK, British str., for Moji.

JOHN MARU, Japanese str., for Swatow.

KWANGYI, Chinese str., for Shanghai.

KRETSCH, Russian str., for Shanghai.

WONG, British str., for Canton.

DEPARTURES.

10th August.

FLORA, British cruiser, for London.

12th August.

AKARIA, German str., for Port Said.

DAHMAN, British str., for Shanghai.

NOBO, Norwegian str., for Saigon.

SULLIVAN, German str., for Saigon.

YUEN-SANG, British str., for Manila.

SHIPPING REPORTS.

The British str. *Tedham* reports: Had moderate to fresh variable winds and heavy rain. The British str. *Chitayang* reports: Cleared to Okem light to moderate variable wind and fine weather. Cleared to Hongkong: moderate wind and sea, equally, heavy Southwesterly swell.

VESSELS IN DOCK.

August 12th.

ABERDEEN DOCKS.—

LOWLOON DOCKS—Vigilante, *Fonglong*.

COSMOPOLITAN DOCKS—*Lauschan*.

VESSELS ON THE BERTH

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN."

Captain J. G. Offent, will be despatched for the above Ports TO-DAY, the 13th inst., at 3 p.m.

This steamer has superior accommodation for passengers, is installed throughout with Electric Light, and carries a duly certified Doctor.

For Freight or Passage, apply to DAVID SASOON & CO., LTD., Agents.

Hongkong, 9th August 1907 1313



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"VORWAERTS."

Capt. B. Bednarz, will leave for the above ports on THURSDAY, the 15th inst. A.M. For Freight or Passage, apply to Sander, Wieland & Co., Agents.

Prince's Building.

Hongkong, 13th August, 1907. 3

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO AND IQUIQUE, VIA JAPAN PORTS (Karatsu, Kobe and Yokohama). With option to Call at Mexican and other Coast Ports.

Steamers Tons To Sail: "GLENFARG" ... 3,500 Mid of Aug. "KASATO MARU" ... 6,100 End of Sept. Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSDA, Manager,

York Building.

Hongkong, 30th July, 1907. 10

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,

SINGAPORE, BATAVIA,

COLOMBO, CALCUTTA,

BOMBAY, A.D.E.N.

DJIBOUTI, EGYPT,

MARSELLES, LONDON,

HAVRE, BORDEAUX,

MEDITERRANEAN

AND BLACK SEA PORTS

THE Steamship "SALAZIE" Captain Ailaud, will be despatched for MARSELLES, on TUESDAY, the 20th August, at 1 p.m.

This Steamer connects at Colombo with the Australian line s.s. "Sydney" bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "POLYNESIEN" ... 3rd Sept. S.S. "TOURANCE" ... 17th Sept. S.S. "AUSTRALIEN" ... 1st Oct. S.S. "NERA" ... 15th Oct. S.S. "YARRA" ... 29th Oct. S.S. "ERNEST SIMONS" ... 12th Nov. G. DE CHAMPEAUX, Agent.

Hongkong, 7th August, 1907. 2

ARRIVALS.

ARR

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP VIA SINGAPORE, PENANG, SIMLA, COLOMBO, PORT SAID, and MARSAILLES	About 14th August	Freight and Passage.
SHANGHAI, MOJI, KOBE, NAMUR, and YOKOHAMA	About 16th August	Freight and Passage.
MALTA	About 22nd August	Freight and Passage.
LONDON, VIA USUAL PORTS, ARCADIA	Noon, 28th August	See Special Order of Call.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 12th August, 1907.

CHINA NAVIGATION CO., LIMITED.

STEAMERS	TO SAIL
CHINKIANG FOR "ICHANG"	On 13th Aug., Noon.
HAIPHONG "HUEIPEI"	On 1st Aug., D'light.
AMOY, TSINGTAO & NEWCHWANG * "KWEIYANG"	On 15th Aug., 5 P.M.
MANILA "TAMING"	On 14th Aug., 4 P.M.
SWATOW, NINGPO & SHANGHAI "SHANSI"	On 14th Aug., 4 P.M.
SWATOW, WEIHAIWEI, CHEFOO and TIENTSIN "HUICHOW"	On 14th Aug., 4 P.M.
SHANGHAI DIRECT "SHAOHSING"	On 14th Aug., 4 P.M.
YOKOHAMA and KOBE "TSINAN"	On 15th Aug., 4 P.M.
HOIHOI, PAKHOI and HAIPHONG "SINGAN"	On 16th Aug., D'light.
SAMARANG "SHIANTUNG"	On 17th Aug., 4 P.M.
CEBU & ILOILO "SUNGKANG"	On 17th Aug., 4 P.M.
SWATOW, & SHANGHAI "SEZCHUEN"	On 18th Aug., 4 P.M.
DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, & TOWNSVILLE, BEIRISBANE, SYDNEY and MELBOURNE "TAIYUAN"	On 21st Aug., 4 P.M.
SWATOW and SHANGHAI "PAKHOI"	On 25th Aug., 4 P.M.
* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.	
† Taking Cargo on through hills of lading to all Yangtze and Northern China Ports.	
‡ Taking Cargo and Passengers at through rates on all New Zealand Ports and other Australian Ports.	
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.	

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th August, 1907.

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINES.

STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"ZIETEN" F. PROBSCHE
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ EITEL FRIEDRICH" Capt. E. MALCHOW
MANILA, NEWGUINEA, BIS BANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. W. VON SUNDEN
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. LENZ
KUDAT and SANDAKAN	"BORNEO" Capt. F. SEMBILU

For further Particulars, apply to

NORDEUTSCHER LLOYD,
MELCHER & CO.

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 7th August, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

THE CO.'S S.S.

LEAVING

TAMSUI VIA SWATOW "JOSHIN MARU" AND AMOY	TUESDAY, 13th Aug., 10 A.M. Capt. H. S. SMITH
TAMSUI VIA SWATOW "DAIJIN MARU" AND AMOY	SUNDAY, 18th Aug., 10 A.M. Capt. I. SANURAI
TAKAO VIA SWATOW "FEKUSHU MARU" AMOY and ANPING	WEDNESDAY, 21st August, 10 A.M. Capt. T. ITO
THE CHARTERED STEAMER "FRITHIAN" AMOY and POOCHOW	THURSDAY, 15th Aug., 10 A.M. Capt. O. ANDERSON
* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amisships. Unrivalled Table.	
† Taking Cargo on through Hills of Lading to all Yangtze and Northern China Ports.	
For Freight, Passage, and further information, apply to the Company's local Branch Office, Second Floor, No. 1, Queen's Buildings, Hongkong, 12th August, 1907.	

T. ARIMA, Manager.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 31 DAYS ACROSS THE PACIFIC IN THE "EMPERESS LINE." SAVING 5 TO 10 DAYS' OCEAN TRAVEL.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

TOMS LEAVE HONGKONG ARRIVE VANCOUVER

R.M.S. "MONTEAGLE" 6,163	WEDNESDAY, 14th Aug.	7th Sept.
"EMPERESS OF JAPAN" 6,000	THURSDAY, 29th Aug.	18th Sept.
"TARTAR" 4,425	WEDNESDAY, 11th Sept.	14th Oct.
"EMPERESS OF CHINA" 6,000	THURSDAY, 20th Sept.	14th Oct.
"EMPERESS OF INDIA" 6,000	THURSDAY, 24th Oct.	11th Nov.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamship, 24,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 23 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 220; via New York 232.

Intermediate Steamers, 1st Class Railways, 240, 242.

R.M.S. "MONTEAGLE" and "TARTAR" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officers in the Services of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pader Street and Praya, opposite Blake Pier.

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CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM.

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No harbour dues, no pilotage charged and quick delivery given DAY and NIGHT.

FRESH WATER and ICE, SHIP'S STORES and PROVISIONS of Moderate Prices.

FLOATING DOCK available for Steamers up to 3,000 tons' displacement and workshop fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong.

JAVA-CHINA-JAPAN LINE,

YORK BUILDINGS.

Hongkong, 1st December, 1906.

12300

SHIPPING IN PORT.

STEAMERS.

AWA MARU, Japanese str., 3,912, N. Trent, 11th Aug.

—Tingting 5th Aug., Coal—Jensen & Co.

WINGKOK, British str., 1,557, Walker, 3rd Aug.—Moji 27th July, Coal—Jardine, Matheson & Co.

WONGKOK, German str., 1,115, W. Rehner, 11th Aug.—Swatow 3rd Aug., General—Butterfield & Swire.

WOSANG, British str., 1,217, Campbell, 10th August—Waha and Chinkiang 5th Aug., Rice—Jin, Matheson & Co.

SAILING VESSELS.

ALCIDES, British ship, 2,492, J. Cummings 26th July—From New York, Case Oil—Standard Oil Co.

LYNDHURST, British 4-masted barque, 2,500, Port, 23rd July—Kobe 1st July, Dabat—Standard Oil Co.

VORWAERTS, German str., Uldrup, 11th Aug.—Tingting 5th Aug., Coal—Jensen & Co.

WINGKOK, British str., 1,557, Walker, 3rd Aug.—Moji 27th July, Coal—Jardine, Matheson & Co.

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